# S GROWTH AS SHOWN BY THE CENSUS. Pawtucket, R. L. .... Wheeling, W. Va. ... Wheeling, W. Va. THE NATION'S GROWTH AS

In Increase of the Popu'ation on the Farms of the United States.

The Big Cities Have Not Kept up Their 1380 to 1890 Pace-Memphis, Tennessee, Leads the Cities of the South-Several Have Suffered the Penalty for Padding Their Census Returns Ten Years Ago-A Great Increase in Manufacturing.

Washington, D. C., Oct. 11 .- Of the 75,000,000 (more or less; the exact num ber is not yet known even to the di rector of the census) inhabitants of th of 25,000 or more population. There are 5,776,978 farms and 7,298 cattle ranches in the United States, making a tota of 5,784,276, which, estimating five per sons—men, women and children—to a farm, represents an agricultural popu

farm, represents an agricultural population of 28,221,389. This leaves 26,000,000 or thereabouts in viliages and towns of less than 25,000 population.

In 1880 there were 75 cities in the United States with a population of 25,000 or more, aggregating 9,917,822; in 1890 there were 124 cities with 25,000 population or more, aggregating 14,834,691, and this year there are 161 cities with a population or more, aggregating 14,834,691, and this year there are 161 cities with a population of 25,000 or more, making a total of 19,50,981. This shows an increase of 49,57 per cent. in the urban population during the first decade, and 31,92 per cent. durin the second decade. In other words, the city population of the United States has not increased so rapidly during the last ten years as it did during the previous ten years. This fact surprises the statisticians. Some cities, like Omaha and Sieux City, sprang up like mushrboms between 1850 and 1890, but were unable to sustain their population during the hard times, and in 1893 becam to fall back. Others, like Memphis, did not wake up until 1890, and then spread like the traditional banyan tree.

The cities showing the greatest increase of population during the last ten years and their percentages of increase are as follows:

The cities showing the greatest in-rease of population during the last en years and their percentages of in-rease are as follows:

	In	creas
	Per	cent
South Omaha		200.5
Superior, Wis		159.4
Newcastle, Pa	25 25	
Butte, Mont		118.1
Atlantic City, N. J		113.3
Passale, N. J		113.2
Los Angeles, Cal		103.3
St. Joseph, Mo		96.8
East St. Louis, Ill	** **	
Portland, Ore		94.9
Seattle		88.3
Spokane	H TA	84.9
Memphis is the fastest-gro		
in the South. Twenty years	ago.	whe

The only cities that have fallen o

in popul			the	e la	ist	ten	year
							erease Pr. Ct
Troy. N	. Y		2.0			200.1	. 0.5
Bay Cit	y Mi	ch	 				. 0.7
Albany			 				. 0.8
Albany							. 8.0
Sloux C	ity		 0.000		09040		. 12.4
Omaha			 				. 26.00
Lincoln			 				. 27.1
With							

With the exception of Albany and Troy this decrease is more apparentan netunit, and is the resuit of the census frauds committed in 1820, whe there was a great rivalry betwee neighboring communities, and they armove suffering the penalty. It is significant that there has been no remonstrances or complaint in many of the cities named except Albany, and an investigation has satisfied everybod, there that the original enumeration was accurate. Lincoln, Omaha and Sloux City, which have suffered the wrost, have not said a word.

Several cities that appear in the list of those that have increased complain that they were not credited with their full population; that errors were made that whole blocks were overlooked that a considerable percentage of the population was out of town on the day of the enumeration, and have taken the trouble in several cases to make a police census, but in no case has the original count been inpeached to a degree sufficient to justify re-enumeration.

Experts expected that the urban copulation would show an enormous Experts expected that the urban population would show an enormous increase during the last ten years. It is the popular impression that most of the immigrants from foreign countries settle in the cities; that the attractions of city life draw people from the villages to work in the shops and factories, and that the boys and girls drift from the farms to the centers of population to avail themselves of the larger opportunities offered to the ambitious. But this impression seems to be exaggerated. The farm population has increased during the last ten years in about the same proportion as that of the cities, although the number of mechanical industries employing labor has nearly doubled. In 1890 350,000 manufacturing establishments were reported; this year the number is 607,221.

The following is a list of the 161 cities hat have 25,000 or more population that have 25,000 or more population, with their population in 1890 and 1900;

CLASS I.	
(More than 1,000 000,)	
New York 2 050 600	1.515 301
	1,099,850
Philadelphia 1992 cor	1.046.964
Drookiyn 1 166,582	838,547
CLASS 2.	
(Between 500,000 and 1,000,	000.)
St. Louis 575 228	451,770
Boston 500 802	
Dattimore 508.957	
CLASS 3. (Between 300,000 and 500.)	000 5
Cieveland 281 768	
Buffalo 352 219	255.664
San Francisco 310 -00	200 007
Cincinnati ans non	

Buffalo	352 219	255.664
San Francisco	210 -00	200 007
Cincinnati		299 009
Pittsburg	375.003	
Treesoure	321,616	208,617
CTASS	4.	
(Petween 200,000	and 200 of	10.3
New Orleans	297 104	919 020
Detroit	285.704	205 870
Milwankee	205.015	204 404
Washington		
Namant	278 718	230,393
Newark	241 070	181.830
Jersey City	206 133	162 003
Louisville	201 731	161 120
Minneapolis	2000 710	101 700

Inneapolis	202,718	164,
(Between 100,000)		5
rovidence	175.597	132.
ndianapolis		105,
Cansas City, Mo	163,752	132,

			enser mess
			144
e	St. Poul	242.000	THE STATE OF THE
511	Rochester	163,632	133,156
-	Outside	162,485	133,896
	Queens county, N. Y.	152,599	87,050
e	Denver	133,859	106,713
	Toledo	131,822	81,434
3	Allegheny	129,896	105,287
e	Columbus	125,560	88,150
8	Woreester	118,421	84,055
ши	Syracuse	108,37,	88,143
1	New Haven	108,027	\$1,298
٠	Paterson	105,171	78.347
a	Fall River	104.863	74,398
	St. Joseph. Mo	102,979	52,324
ŧ.	Omaha	102,555	140,432
0	Los Angeles	102,479	50,395
1	Memphis	100 000	64,495
	Scranton	102,026	75,215
-	Scranton CLASS	6	****
0	(Between 75,000	and 100.00	0.5
0	Lowell	94,699	77,696
	Albany	94.151	94,923
1	Cambridge	91,836	70,028
251		47,000	135,9560

THE PERSON PROPERTY.	102,419	50, 333
Memphis	102,320	64,495
Scranton CLASS	102,026	75,215
OT ASS	102,020	+17,000.00
(Patrician Trains		
(Between 75,000		
Lowell	94,699	77,696
Albany	94.151	94,923
Albany	91.886	70,028
Portland, Ore,	90,426	46,385
Atlanta	59,872	65,533
Comment of the contract of the	50,814	
Grand Rapids		60.278
Dayton	85,333	61,229
Richmond, Va	85,050	81,338
Nashville	80.865	76,168
Seattle	80,671	42,837
Hartford	79,850	53,230
11 die	10,000	
Reading	78,931	53,661
Wilmington, Del		61,431
Camden	79,935	59,313
CLASS	1 7	F 11153
(Between 50,000	and 75 000 1	7
Trenton	73,307	57,458
Partition and the second	70,007	
Bridgeport	70,996	48,886

Des Moines ...... Springfield, III. ...... Somerville ..... Salt Lake City..... San Antonia .....

100	174144141	77.44 to 13 to	4307, 1.2
18	Erie	52.723	40.63
942	Elizabeth	52,130	37,76
0	Estimatibeth		
ü	Wilkes-Barre	51,721	37,71
	Kansas City, Kan	51,418	38,31
n	Harrisburg	50,157	39,38
n	Portland, Me	50,145	36,42
3	CLASS	S.	
i	(Between 25,600 :	and 50,000.	)
11	Yonkers, N. Y	47,931	32,03
l,	Norfolk, Va	46,624	34.87
4	Waterbury, Conn	45,859	28,61
	Holyoke, Mass	45,712	35.63
r	Fort Wayne, Ind	45,115	35,39
8	Youngstown, O	44.885	33,22
	Houston, Tex	44.633	27.55
	Covington, Ky	42.938	37.37
0	Arkon, O	42,738	27,60
ñ	Dallas, Tex	42,638	38.00
7.	Saginaw, Mich	42,345	46,32
0 5 1 7	Lancaster, Pa	41,459	32,01
-	Lincoln, Neb	40.169	55,15
	Brockton Mass	40.003	97.90

Dinghamton, N. Y. ... 39,647 Augusta, Ga. ..... 39,441

w.	Haverhill, Mass	07.477	2000
3	Spokane, Wash	37,175	27
1	Terre Haute, Ind	36,848	19
п	Terre Haute, Ind	36,673	30
П	Dubuque, Iowa	36,297	30
П	Quincy, Ill	36,252	31
	South Bend, Ind	35,999	21
н	Salem	35,956	- 30
-	Johnstown	35.936	21
П	Elmira	35,672	30
Ц	Allentown	35,416	25
1	Davenport	35,254	97
н	Springfield, Mass	34,158	24
3	Chelsea	34,072	27
Ш	Chester	33,988	20
Ш	Ma len, Mass	23,664	23
1	York	33.654	20
	Topeka	23,608	31
П	Newton	33,557	2
	Sioux City	33,111	37
	Bayonne	32,722	
;	Knoxville	32,723	15
	Chattanooga		25
	Fitchburg	82,490	21
3	Schenectady	31,531	22
i	Rockford, Ill.	31,682	1:
	Surerior City	31.051	2:
7	Tautan	31.09L	11
5	Tauton	31.036	97
3	Joilet	30,720	651
	Canton	39,667	21
8	Butte, Mont	30,470	16
7	Montgomery	30.346	2 2
1	Auburn East St. Louis	30,345	22
2	East St. Louis	29,655	11
5	Sacramento	29,282	2
5		29,103	21
5	La Crosse	28,895	2
10		28,757	2 1 1
	anexisonville	28,429	1
6	Jacksonville New Castle	28,339	1
	THE REPORT LA TAY	28,301	2
3	Oshkosh	28,284	**
	Woonsocket	28,204	23
	Pueblo	28,157	2
5 3 8	Woonsocket Pueblo Atlantic City	27.838	1 2 2 2 2 2 2
9	Passale	mist it	1:
8	Eny City	27 003	19
S	Fort Worth Lexington, Ky	26,688	2
	Lexington, Ky	26,369	2
6	Gloucester	26,121	2
Mil	South Omaha	26,001	34

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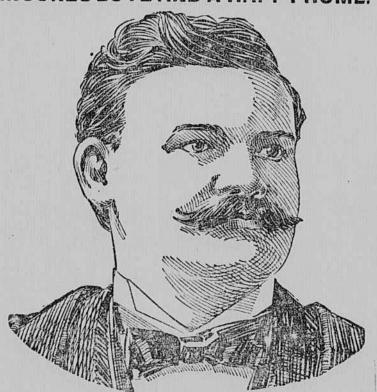
The census of 1896 added Minneapolls, St. Paul, Indianapolls, Rochester, Omaha, Allegheny, Kansas City and Denver to the list, and the present census adds, Toledo, Columbus, Worcester, Syracuse, New 'Haven, Paterson, Fall River, St. Joseph, Los Angeles and Seranton.

There are now forty-five States in the

## CURES

Send Name and Address To-day—You Can Have It Free and Be Strong and Vigorous for Life,

#### INSURES LOVE AND A HAPPY HOME.



L. W. KNAPP, M. D. How any man may quickly cure himself after years of suffering from sexual weakness, is at vitaitty, night losses, varieocele, etc., and emarke small wenk organs to full size and vivor. Simply send your name and a dress to Dr. L. W. Knapp. 125 fluil Bidg., betroit, Mich., and he will gladly sond the free receipt with full directions, so that any man may ensity cure himself at home. This is certainly a most generous offer, and the following extracts, taken from his daily mail, show what men think of his generosity;

"Dear Sir.—Please accept my sincere thanks for yours of recent date. I have given your treatment a thorough test and the benefit has been extraordicary. It has

27,633 Union, but only twenty-one of their 30,337 capital cities have a population of 25,-34,522 000. Maine, New Hampshire, Vermont. Connecticut, Delawer, North 26,178 Carolina, South Carolina, Missis-25,874 sippi, Kentucky, West Virginia, Florida, South Dakota, North Dakota, Nevada, Oregon, Washington, Missouri, Wisconsin, Michigan, Maryland and several others falling short.

The population division of the census is now working upon the states and has concluded the return only of Arkansas, showing an increase of 16.85 in population; New Hampshire, 9.3 per cent.; Delaware, 9.6, and the District of Columbia, 20.9 per cent. None of these offers a fair basis for estimating the population of the country.

WILLIAM E. CURTIS.

Catarrh has become such a common disease that a person entirely free from this disgusting complaint is seldom met with. It is customary to speak of Catarrh as nothing more serious than a bad cold, a simple inflammation of the nose and throat. It is, in fact, a complicated and very dangerous disease; if not at first, it very soon becomes so.

The blood is quickly contaminated by the foul secretions, and the poison through the general circulation is carried to all parts of the system.

Salves, washes and sprays are unsatisfactory and disappointing, because they do not reach the seat of the trouble. S. S. S. does. It cleanes the blood of the poison and eliminates from the system, all catarrhal recretions, and thus cures thoroughly and permanently the worst cases.

Mr. P. R. McAllister, of Harrodsburg, Ky,

oughly and permanently the worst cases,
Mr. P. H. McAllister, of Harrodsburg, Ky,
writes: "Having been a terrible sufferer from
Catarth, and being now
sound and well, the question often put to me is,
'What cured you?' Inansever I feel it my duty to
state that Swiffus Specific
is the medicine. I am
such a true believer in the
efficacy of Swiffus specific
that I can honestly and
conscientiously recommend it to any one sufferling from Catarth. Have
and am hippy the many,
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and am hippy the many,
those whom I have induced to use it can bear meout in the statement that
it will cure any case of Catarth if taken according to directions."

is the only purely vegctable blood purifier known, and the greatest of all blood medicines and tonics.

If you have Catarrh don't wait until it becomes deep-seated and chronic, but begin at once the use of S. S. S., and send for our book on blood and skin diseases and write our physicians about your case.

THE SWIFT SPECIFIC CO. ATLANTA GA.

THE SWIFT SPECIFIC CO., ATI.ANTA, GA.

## MAYER & CO.,

Manufacturers' Agents, Importers and Dealers in

#### MACHINERY

S COMMERCIAL PLACE, VIRGINIA.

TRAVELERS' GUIDE.

### "THE NEW LINE." Norfolk and Atlantic Terminal

COMPANY. The following schedule, effective 7:45 A. M., SEPTEMBER 13th, 1990. Close connection made at Old Point with Flective trains for Phoebus, Hampton, and Newport News.

Norfolk, Old Pt.





DOUBLE DAILY SERVICE
SHORT LINE TO THE PRINCIPAL
CITIES OF THE SOUTH.
ATLANTA, NEW ORLEANS, AUGUS
TA, MACON, CHATTANOOGA, NASH
VILLE, MEMPHIS, TEXAS, CALIFORNIA, JACKSANVILLE, TAMPA,
HAVANA, CURA, AND FORTO RICO.
ST. AUGUSTINE
MIAMI, FLORIDA EAST COAST AND
THE ENTIRE SOUTH.

T	*********	NO. 11.		13
	Norfolk	•9:05 a m	13:08 p m	BIS.
	Portemonia	9 23 1 177	9.20 p m	IIIS
4.6	COLUMN TO THE TAXABLE PARTY OF THE PARTY OF	1600011-011-011-011-0	10:01 p m	1
				F
	Weldon	11:53 a m	12:00 Nt	1
			No. 31.	HA.
- 84	Hengerson	1:53 p m		III.
	Maleigh	2 17 19 113	4:03 p to	100
	Southern Pines	6-17 to to		BIO.
13.5	Wilmington	2005 20 000	2.51 4 111	M.
	Characteristics as seen	2.10 p 111	No. 403.	
**	Charlotte	20.00	9:31 n m	
**	lamlet	m e p m		
		7:10 p m	6 45 n m	l and
1.0	Hamlet	No. 27	No 31	100
Ar.	Calman	10:32 p m	6:50 a m	110
***		1:45 a m	10:30 n m	C
44	Augusta		5.19 p m	棚屋
**			2:57 p m	10
**			7, 10 p m	枥
**			6:30 n m	lii:
**	Athens	3:42 a m	1:48 p m	t i
	Atlanta, C. T	5:05 a m	2:00 p m	ŧ.
	Athens Atlanta, C. T.	11:10 a m	7:20 p m	100
			9:20 p m	1
**	Middle	4 77	3:05 a m	191
**	TACK OFFICIES	\$ 1713 to 1994	7:40 n m	48
**	Chattanocga	1 00 23 111	1:00 a m	811
**	Nashville	Contract to the		1 -
**	Memphis	6:35 P III	6:40 a m	m
		8:10 it m!	4:00 p m	
	1 100		-	1

\*Daily,
Connections at New Orleans with Southstr Pacific and Texas and Pacific Railways for all points in Texas, Mexico and
California,
No. 402-Arrives Portsmouth daily at
1:00 a. m.
No. &-Arrives Portsmouth Daily at 5:50
p. m.

p. m.

J. W. BROWN, JR.,

Pass'r Agt., 129 Main st., Norfolk, Va.

Trav. Pass' MURIRAY FORBES,

E. ST. JOHN, Vice President and General Manager, Vice President and GenH. W. B. GLOVER, L. S. Al I EN,

Traffe Manager, Gen'l Pass'r Agt.

Portsmouth.

## Norfolk & Southern R. R. Co.

SCHEDULE IN EFFECT SEPT. 20, 1900 SCHEDULE IN EFFECT SEPT. 29, 1900.

MAIL AND EXPRESS LEAVES NOR.
FOLK DAILY (except) Sunday 19 in,
for Belhaven and all stations: Connects
at Edenten for Plymouth, Juneaville,
Williamston and Windsor, For leadings
on Chowan river TUESDAY, THURSDAY and SATURDAY, and for Supperneng river MONDAY and FRIDAY. Connects at Belhaven with Old Darmfolm
steamers for Mackleyville, Aurora, South
Creek and Washington, N. C. Connects
at Elizabeth City with steamer for Seuppernong River Landings MONDAY and
WEDNESDAY.
EVENING ENPRESS LEAVES NOR.
FOLK at 419 p. n. TUESDAY, THURSDAY and SATURDAY for Edenton and
all intermediate stations. Connects at
Elizabeth City with steamer for New
Bern, Roanoke Island and Orlental.

ARRIVE AT NORFOLK.

ARRIVE AT NORFOLK.

ARRIVE AT NORFOLK.

MAIL AND EXPRESS DAILY (except)
Sunday at 4:25 p. m. and at 11 a. m.
THESDAY, THURSDAY and SATURDAY, Passeager station, Norfolk and
Western depot. Freight station on Water
street.
Steamer leaves Norfolk, Water street
station, 3 p. m. THESDAY and FRIDAY
for Elizabeth City via Albemarle and
Chesapeake Canal.

#### Virginia Beach Division.

LEAVE NORFOLK, PARK AVENUE STATION.

CURRITUCK BRANCH.

Arrive Norfolk—S:30 a. m. and 1:45

Arrive Norfolk—S:30 a. m. and 3:30 p. m.

Biops at all intermediate scations.

Steamer Comet leaves Manden Point

11:30 a. m. MONDAY, WEDNESDAY
and FRIDAY for Currituck Sound Landings and returns TUESDAY, THURSDAY and SATURDAY.

Gen Freight and Pass, Agent

M. K. KING, General Manager.

## R. NISS General Bungar, And Proposed Company of the Company of

TRAVELERS' GUIDE.

## NORFOLK & OCEAN VIEW R'Y.

Cars leave West Main street, corner Granby street (opposite New Atlantic Hotel.) Henry street station discontin-ued. TEMPORARY SCHEDULE TAKING EFFECT OCTOBER 14, 1950.

Nerfolk	Arrive Old Poin		Leave Old Foln	Arrive
A.M.	A.M.	Daily	A.M.	A.M.
7:15 8:15 9:45 11:15	9:25 9:25 10:55		8:45 10:15 11:45	9:55
P.M.	M.	Dally	P. M.	P.M.
12:15 1:11 2:15 3:15 4:17 5:15 6:15 7:15	1.25 2.25 3.25 4.25 5.15 6.25 7.25 8.25		12:45 1:45 2:45 8:45 4:45 6:45 7:46	12.58 1.58 2.56 4.5 5.55 7.55

follows express to Ocean View, but Street Car Tickets good on View Route, sters given to any part of Norfolk.

A. C. L. TLANTIC COAST LINE RAILROAD IN EFFECT MAY 1st, 1900.

Stations.	No. 49   No. 193 Daily, Sunday,
Lv. Norfolk Lv. Ports. June Ar Suffolk, Va. Ar, Tunis, N. C. Ar Hobgood, N. C. Ar, Tarboro, N. C. Ar, Rocky Mount, N. C.	10:05 a m   3:17 p m 10:50 a m   4:15 p m 12:00 m   5:35 p m 12:21 p m   6:00 p m
Ar. Williamston, N. C., Ar. Plymouth, N. C., Ar. Washington, N. C., Ar. Kinston, N. C.,	6:35 p m 7:49 p m 7:30 p m
Ar. Wilson, N. C Ar. Goldsbore, N. C Ar. Wilmington, N. C.	1 3 2a p m 7 55 a m
Ar. Florence, S. C. Ar. Charleston, S. C.	4:25 p m/12:17 p m
Ar. Columbia, S. C Ar. Augusta, Ga Ar. Atlanta, Ga Ar. Macon, Ga	110 - 20 p. m. 111 - 681 p. m.
Ar. Savannah, Ga Ar. Jacksonville, Fla.	.1 1:50 a m; 7:20 a m

BALTIMORE STEAM PACKET CO | Week Days=6:45 a. m., 10:45 a. m., 3:00 | Lv. Baltimore | 7:45 a m | 7:55 a m | Sunday=9:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 3:30 p. m., 11:30 a. m., 11:30 a. m., 1:30 p. m., LEAVE VIRGINIA BEACH. | Week Bays=8:29 a. m., 12:30 p. m., 1:15 p. | Lv. New "ork | 12:55 p m | 1:00 p m | Lv. Philadelphia | 3:12 p m | 1:00 p m | Lv. Philadelphia | 3:12 p m | 1:00 p m | Lv. Philadelphia | 3:12 p m | 3:307 p m | Lv. Philadelphia | 3:12 p m | 3:307 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:12 p m | 3:107 p m | Lv. Philadelphia | 3:107 p m | Lv. Philadelphia | 3:107 p m | Lv. Philade 

# NAY OF 1000 IN Effect

## TRAVELERS' GUITE.

## Old Dominion teamship Co's Line



FOR NEW YORK.-Pas-senger ships are appointed to sall from Norfolk dally, except Sunday, at 6:00 p. m.

PASSENGER ACCOMMODATIONS UN-

and 1.20 to any line what, it is a to the following the field in the field in and 2.30 p. m.; For the field in and 2.30 p. m.; For the field in and 2.30 p. m.; For the field in and 2.40 p. m. and 2.40 p. m.; For where field in a m.; For the field in an and 2.40 p. m.; For the field in an and 2.40 p. m.; For the field in an analysis of the field in analysis of the field in an analys

Portsmouth, 6:45 a. m.; Bay Line, 7:90 a. m.

FOR SEVERN RIVER Tuesday,
Thursday and Saturday at 6:50 a. m.;
Portsmouth, 6:45 a. m.; Bay Line wharf,
7:90 a. m.

FOR EACK, POQUOSIN AND YORK
RIVER, LANDINGS AND CRAB NECK,
On Mondey, We'sday and Friday, at
6:45 a. m.; Port th, 6:29 a. m.; Bay
Line, 6:45 a. m. aring following day,
FOR NANSEMOND RIVER AND
SUPPOLIK—AL 3:90 p. m.; Portsmouth,
2:10 p. m. connecting at Suffolk with S,
and C. Railroad.
Freight for Warc, East, North, Severn,
Back, Poquosin, Vork and Narsemond
River Landings must be prepaid.
All schedules subject to change without notice.

out notice

Freight for Washington and New Bern,
N. C. received at and delivered from N.
and S. Kailrond depot.

Treight received daily, except Sunday,
until 5:00 p. m. M. R. CROWELL.

intil 5:00 p. m.

M. B. CROWELL,
General Agent,
Norfolk, Va.
H. B. WALKER, Traffic Manager,
New York, N. Y.



DOUBLE DAILY SCHEDULES TO ALL POINTS

and SOUTHWEST. FFFECTIVE AUGUST 19, 1900. Lv. Norfolk 9:35 a m 7:49 p m Ar Surfolk 10:41 a m 8:52 m Ar Frankin 11:23 a m 9:50 m Ar Emports 12:44 p m 11 m Ar Banfato Junction 3:7 p m 1 m Ar Danville 5:30 p m 4 a m 

Atlanta
Montgomery ...
Mobile
New Orleans ..
Atlanta
Birmingham ...
Memphis ....

fice.

FRANK S. CANNON,
Third V. President and Gord, Mgr.

J. M. CULLP.
W. A. TURK,
Traffic Mgr.
Gen'l Pass. Agt,
W. B. BROWN, Pass. Agt, Norfolk, Va.

# CAPE \ New York,